

# **Vision 100 AIP Reauthorization**

**Airports Financial Assistance Recurrent Training  
July 28, 2004**



# Vision 100 Reauthorization

## Dates of Enactment and Guidance

- Enacted – December 12, 2003
- Program Guidance Letter 04-1 – January 5
- Program Guidance Letter 04-2 – April 30
- Program Guidance Letter 04-3 – June 9
- Other guidance to follow

# Vision 100 Reauthorization Funding Levels and Duration

## PGL 04-1.1

- \$3.4 Billion = FY 2004
- \$3.5 Billion = FY 2005
- \$3.6 Billion = FY 2006
- \$3.7 Billion = FY 2007

# Vision 100 Reauthorization Formula Changes

- Cargo – From 3% to 3.5 % (about \$18M over 2003)
- Noise Set-Aside goes from 34% to 35 % of Discretionary Funds (See Program Guidance Letter 04-2.2.)

# Vision 100 Reauthorization

## Small Airport Initiatives

- Preserves their entitlements if they went <10,000 enplanements due to 9-11
- Extends Special Provision (for 1 year) that preserves entitlements if going from Small to Medium Hub with a PFC collection

# Vision 100 Reauthorization

## Small Airport Initiatives (cont.)

### PGL 04-1.3

- Nonhubs may use AIP for pavement maintenance (currently limited to NPs)

### PGL 04-1.4

- Federal share goes from 90% to 95%

# Vision 100 Reauthorization Small Airport Initiatives (cont.)

## PGL 04-1.6

- Innovative finance demonstration program extension
  - ☐ Added 20 projects
  - ☐ Procedure outlined in PGL 01-4.1
  - ☐ No deadline

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## Flexibility for Non-Primary Entitlements

### PGL 04-2.5

- Extends life of entitlement by one year (from 3 to 4 years)



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## Non-Primary Flexibility (cont.)

### PGL 04-2.7

- Ability to receive multiyear grants
- Sharing of entitlements among airports in the same state or area
- Use for terminal development
- Permits reimbursement for a project started prior to a grant issuance (See PGL 04-3.2)

# Vision 100 Reauthorization

## Non-Primary Flexibility (cont.)

### PGL 04-2.7 (cont.)

- Use entitlements for limited revenue producing aeronautical facilities if all airfield needs met
  - ☐ Primarily intended for new construction of hangars and fuel farms
  - ☐ Coordination and airspace determinations are required
  - ☐ Airports may include the Federal share of the project in calculating rates and charges

# Vision 100 Reauthorization

## New AIP Eligibilities

- Low emission airport owned vehicles
- Pilot program for low emission retrofit of cleaner diesel vehicles

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## New AIP Eligibilities (cont.)

### PGL 04-1.5

- In-kind relocation of Federal facilities impacting an AIP project

### Draft PGL

- Pilot program to purchase development rights and preserve 10 privately-owned public-use airports that do not need to be in NPIAS
  - ☐ Owner must have no prior AIP obligation
  - ☐ Sponsor must comply with assurances

# Vision 100 Reauthorization Security

- Eliminates broad eligibility for equipment and facilities for TSA related costs
- Establishes a TSA grant program for Terminal and Baggage System mods and other security projects

# Vision 100 Reauthorization Security (cont.)

## PGL 04-1.2

- Limits funding of terminal building modifications to install explosive detection systems
  - ☐ Entitlement funds may be used
  - ☐ Discretionary funds may not now be used

# Vision 100 Reauthorization Security (cont.)

## Background

- Annual Security Programs Leading to Vision 100
  - ❑ FY 2001 - \$80.8 Million
  - ❑ FY 2002 - \$736 Million
  - ❑ FY 2003 - \$445.6 Million
- FY 2004 Projects - \$81.8 Million (Planned)
- Conclusion: Even During FY 2003, We Were Able to Undertake Safety, Rehabilitation and Standards Projects Deferred in FY 2002

# Vision 100 Reauthorization

## TSA Grant Program

- Total Program per year – \$500M
  - \$250M from the Security fee collections, with \$125M allocated as follows:
    - 40% - Large Hubs
    - 20% - Medium Hubs
    - 15% - Small and nonhubs
    - 25% - Discretionary
  - Other \$125M to be used for LOI's



# Vision 100 Reauthorization TSA Grant Program (cont.)

- Another \$250M authorized (needs to be appropriated) and using the same formulas
- Matching share requirement –
  - 10% for Large and Medium hubs
  - 5% for all others

# Vision 100 Reauthorization Noise Program

## PGL 04-2.2

- Increase Noise Set-Aside to 35% of Discretionary Funds
- Expands use of Noise Set-Aside to –
  - ☐ Air Quality projects
  - ☐ Noise mitigation in an EIS
  - ☐ Certain airport capacity projects

# Vision 100 Reauthorization Noise Program (cont.)

## Draft PGL

- Compatible land use planning/projects by state and local governments at large or medium hubs
  - ☐ Authority to plan, control and implement
  - ☐ No Part 150 program or 10 years old
  - ☐ New non-airport sponsor assurances
  - ☐ Cannot duplicate or conflict with airport
  - ☐ Use of Part 150 criteria
  - ☐ Use of other Federal standards

# Vision 100 Reauthorization Noise Program (cont.)

## Draft PGL (cont.)

- Limitation on approval of certain program measures outside of DNL 65 db NEM contour
- Public availability of NEM
- Revised map where noise impact changes

# Vision 100 Reauthorization Environmental Streamlining and Capacity Enhancements

- Directs joint cooperation between everyone to plan/set milestones/deadlines
- All reviews, analyses, permitting to take place concurrently to the max
- Reviews and permitting to be done within DOT established timeframe

# Vision 100 Reauthorization Environmental Streamlining and Capacity Enhancements (cont.)

- Directs other Federal agencies to give these projects the highest priorities
- Promotes the use of interagency EIS teams
- Identifies FAA as the lead agency for these types of projects—and directs other agencies to “give substantial deference” to FAA’s expertise

# Vision 100 Reauthorization Environmental Streamlining and Capacity Enhancements (cont.)

- After soliciting comments under NEPA, other agencies will:
  - Be bound by the projects Purpose and Need (as defined by FAA)
  - Consider only those alternatives to the project the FAA has determined as reasonable
- Unmet deadlines are reported to Congress

# Vision 100 Reauthorization Environmental Streamlining and Capacity Enhancements (cont.)

- In environmental ROD, FAA may commit to flight procedures that minimize noise impacts if due to new runway construction
- FAA can accept funds from an airport sponsor to hire additional staff or consultant services



# Vision 100 Reauthorization Environmental Streamlining and Capacity Enhancements (cont.)

- \$4.2M/yr to speed review and completion of high priority capacity enhancing projects
- FAA to issue Order 1050.1E (Agency's Environmental Handbook) in 180 days
- FAA to publish Order 5050.4B (Airport Environmental Handbook) 180 days after the above

# Vision 100 Reauthorization Environmental Streamlining and Capacity Enhancements (cont.)

## PGL 04-1.7

- Elimination of duplicative air and water quality requirements

# Vision 100 Reauthorization

## Miscellaneous

- Proceeds from Disposition of Noise Land – can be used to purchase businesses affected
- Design Build – made the Pilot program permanent
- Grant for Safety Data Collection – to private company or organization for 5010 collection

# Vision 100 Reauthorization

## Miscellaneous (cont.)

- AIP Discretionary to DOI for Midway Island
- And AIP Discretionary for islands not part of the US (The Former Trust Territories)
- Civil Penalty for Airport Closure – provides for a \$10K/day penalty if a local government closes an airport without giving FAA 30 days notice

# Vision 100 Reauthorization

## Miscellaneous (cont.)

### PGL 04-2.1

- Intermodal planning – requires large and medium hubs to give MPO opportunity to review Master Plans and ALP for location of airports, runways, and extensions
  - ☐ Required for development project only
  - ☐ Early coordination encouraged
  - ☐ Certification form

# Vision 100 Reauthorization

## Miscellaneous (cont.)

### PGL 04-2.3

- Federal share in pilot program on privatization of airports raises from 40 percent to 70 percent

### PGL 04-2.4

- Considerations when making Discretionary Grants – requires FAA to consider whether funding has been provided for all other higher priority projects; work must commence within 6 months

# Vision 100 Reauthorization

## Miscellaneous (cont.)

### PGL 04-2.6

- Military Airport Program
  - ☐ Increases discretionary funds for terminal development from \$7M to \$10M per airport in 2004/5
  - ☐ Same increase for parking lots, fuel farms, utilities, hangars and air cargo buildings (as a total amount per airport)
  - ☐ Permits reimbursement of prior work done in 2003/4 for parking lots, fuel farms, utilities, hangars and cargo buildings

# Vision 100 Reauthorization PFC Changes

**Stick around for Sheryl Scarborough's  
presentation immediately following  
the break**



# THE END

*Thank You !*

